New appointments for salt investigation.

24. *Mr. E. K. Kuripe: (*Parur, Kunnatnad and Muvattupuzha* cum *Devicolam*): Will the Government be pleased to state:

(*a*) whether any person has been newly appointed for investigations in salt; if so, the number and names of such persons and their pay; and

(*b*) whether they will lay on the table a statement showing the number of candidates who applied for the post and the place and the name of each applicant?

Mr. C. V. Chandrasekharan (*Pro-Vice-Chancellor, University of Travancore*): (*a*) Yes, two persons were appointed.

(1) Mr. R. Ramachandra Aiyar on Rs. 30 per mensem, and

(2) Mr. M. Chellappan Pillai on Rs. 35 per mensem.

(*b*) A *statement furnishing the information is laid on the table.

Poramboke lands in the Thiruvalla taluk.

25. *Mr. Kallur Narayana Pillai: Will the Government be pleased to state:

(*a*) whether there is a poramboke land in the Thiruvalla taluk on the eastern side of the Parayanankuzhi bridge in the M. C. road between the 75th and 76th mile stones;

(*b*) the extent of that poramboke;

(*c*) whether any portion of that land has been encroached by the adjacent land owners;

(*d*) the names of the persons so encroached; and

(*e*) what action has been taken by the Revenue authorities against the encroachers?

Mr. M. Ramachandra Rao: (*a*) Yes.

(*b*) 61 cents.

(*c*) No.

(*d*) & (*e*) In view of the answer to part (*c*) these questions do not arise.

Mr. Kallur Narayana Pillai: ഈ സ്ഥലം റവന്യൂകമ്മിഷണർ സന്ദർശിച്ചിട്ടുണ്ടോ?

Mr. M. Ramachandra Rao: ഞാൻ അടുത്തമാസത്തിൽ വന്നു നോക്കാം.

Kayankulam-Muttom road.

26. *Mr. K. M. Kesavan (*Karunagapalli, Karthigapalli and Ambalapuzha* cum *Shertalla*): Will the Government be pleased to state:

the measures they have adopted to convert Kayankulam-Muttom road into a cartable road with respect to:

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(*a*) reclaiming it from encroachment ;

(*b*) reparation of rain damages ;

(*c*) providing it with culverts ; and

(*d*) providing it with bridges one at Pathiyoor to the west of the Sirkar temple and another at Evoor to the east of the Sirkar temple ?

Mr. M. S. Doraswami Aiyangar (*Chief Engineer*) : (*a*) Steps are being taken to evict encroachments.

(*b*) Occasional rain damages are repaired from the maintenance grant.

(*c*) The question of providing culverts will be taken up after the road is fully improved.

(*d*) An estimate for an ascu-treated timber bridge at Pathiyoor is under scrutiny. The construction of a bridge at Evoor under consideration.

Mr. K. M. Kesavan : May I know, with reference to part (c) of the answer, what is the nature of the improvement contemplated ?

Mr. M. S. Doraswami Aiyangar : After the road surface is brought to the proper level, culverts will be provided.

Mr. K. M. Kesavan : May I ask that if the culverts are not provided, will not the rain affect the road whether it is temporary or otherwise materially ?

Mr. M. S. Doraswami Aiyangar : There is every likelihood of the road being spoiled, if the culverts are not improved. But there is another aspect to be considered.

Mr. K. M. Kesavan : Sir, the answer to part (c) is that the question of providing culverts will be taken up after the road is fully improved. My question is should not the work regarding culverts be taken up earlier. Otherwise the road will become worse consequent to rain and culverts form the basis for making a proper road. Am I not correct, Sir ?

Mr. M. S. Doraswami Aiyangar : The member is right, Sir. What is generally done is, the providing of culverts and the improvement of roads are practically taken up side by side. Culverts are sometimes delayed for want of estimates being sanctioned. In such instances the road is temporarily made up so as not to cause inconvenience to the travelling public.

Mr. K. M. Kesavan : May I know whether the simultaneous attention by the P. W. Department for these roads and culverts will not be calculated to save a certain amount of money to Government ?

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Mr. M. S. Doraswami Aiyangar: Such an arrangement will certainly conduce to efficiency and is resorted to, when maintenance funds are available. But in other cases when special funds are required necessary formalities have to be undergone in the matter of securing funds for construction of roads and culverts.

Construction of the body of Transport buses.

27. * **Mr. James Fletcher** (*Kalkulam and Vilavankod* cum *Neyyattinkara*): Will the Government be pleased to state:

(*a*) the number of buses which had their body constructed under the direct supervision of the Director of State Transport Department; and

(*b*) the average saving by the Department in the cost by such construction of the body compared with the cost when it was done on contract:

Mr. K. Sankaran (*Secretary to Government*): (*a*) 28.

(*b*) Rs. 970 per bus.

Mr. T. Krishna Pillai: May I know, who were the agencies that constructed the body of Transport buses on the contract system?

Mr. K. Sankaran: The contract was given to the Byranshaw Company, Madras.

Mr. T. Krishna Pilai: May I know, why there was so much of disparity in the cost of bus bodies?

Mr. K. Sankaran: That is due to a variety of reasons. The bus bodies built by the Transport Department are of a different design, of a smaller size, and the materials used are of a different variety. Instead of metal plates for the sides of buses cumbrous wood was used. All these contributed to a great saving in the cost.

Mr. T. Krishna Pillai: Then, may I know whether that will not tell upon the durability of the body?

Mr. K. Sankaran: It is considered that bus bodies constructed with cumbrous wood would be sufficiently durable and strong.

Mr. Kottur Kunjukrishna Pillai (*Quilon* cum *Kunnathur*): May I know, what prevented these bodies being built by the P. W. D. Workshop?

Mr. K. Sankaran: Certain number of bodies were arranged to be constructed by the P. W. D. Workshop also. These were found to be much more costly than those constructed later on by the Transport Department direct.

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